

NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

Where right of way is shown on a plan view sheet (layout, drainage, electrical), include this note. In case of a conventional highway, omit the words "AND ACCURATE ACCESS" from the note. Typically, the right of way note is placed in the upper left corner of the sheet.

CT CELL LIB: AC=Note 1, use AC=Note 2 if the words "AND ACCURATE ACCESS" is to be omitted from the note.
TEXT: FT=3, TX=7, WT=1, LV=23, UPPER CASE

Right of way shown on a plan view sheet shall be depicted with a solid line.

NOTES, LEGENDS, SYMBOLS, ACRONYMS AND ABBREVIATIONS:

- Notes, legends, symbols, acronyms and abbreviations applicable to each specific project shall be shown on the first sheet of the grouping of the plan sheet type (layouts, drainage, sign, pavement delineation, etc.). Do not duplicate standard plans acronyms, symbols or abbreviations in these listings.

SCALES:

- For plan view sheets, a horizontal scale of 1"= 50' (base scale) should typically be used. For projects in rural areas, a horizontal scale of 1" = 100' may be used.
- A horizontal scale of 1" = 20' should be used where greater detail and clarity is required. These sheets would typically be used for road intersections, signal and lighting plans, etc.

STATIONING:

- For plan view sheets, stationing shall be based on 100 feet per station with full annotation at 500 foot stations (multiple of 5). Annotation at 100 foot stations is a single digit number (the ones column). Station tick marks are centered on the alignment line. No minor tick marks. Annotation is placed below the alignment line. Annotation and length of station tick mark (in a MicroStation design file) is 2.8" at 1" = 20' scale, 7.0' at 1" = 50' scale and 14.0' at 1" = 100' scale.

Use DRAINAGE, SIGN, PAVEMENT DELINEATION, etc., in place of the word "CONTOUR GRADING" as appropriate for the work shown on each sheet.

AC=NOTE 4 through AC=NOTE 32 in the CT Cell Lib are available for use to specify the different types of work in the note "THIS PLAN ACCURATE FOR....."

TEXT: FT=3, TX=7, WT=1, LV=10, UPPER CASE

Place note as shown, center bottom of the sheet. This note is not to be used on layout sheets (L-1, L-2, etc.). Layout sheets typically contain several types of work.

See "Generic Project Border Sheet" for basic border sheet information not shown on this sheet.

ORIENTATION OF SHEETS:

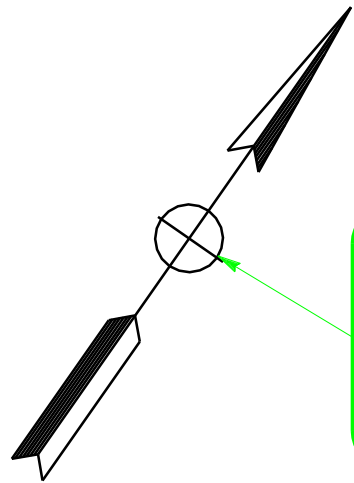
- Plan view sheets shall be oriented to show mainline stationing progressing from left to right with increasing station values.
- Mainline stationing shall not overlap from one sheet to another. Match lines shall be shown with the callout of "MATCH LINE" on each sheet.
- Match Lines should occur at a +50 station and must be perpendicular to the alignment line where the work is occurring. If a match line occurs at a station other than +50, the station should be identified with the match line callout (i.e. "MATCH LINE +65").
- References to adjoining sheets at the match lines, identified such as "MATCH LINE SEE SHEET L-5" is optional, but is advisable where many match lines are shown on a sheet (such as multiple sheets to show interchange areas or intersections of roads).
- If arrangement of the mainline alignment is such that "stacking" is necessary (mainline alignment stacked one above the other on the same plan view sheet), the sheet shall be arranged so that the stationing progresses from the top half of the sheet to the bottom half of the sheet using match lines. If stacking of alignment is used on any plan sheet, this configuration applies. Where profiles are "stacked" on full profile plan sheets, they shall be arranged so that the stationing progresses from the top half of the sheet to the bottom half of the sheet. If a plan view and profile or plan view, profile and superelevation diagram are shown on a single sheet, they shall be arranged on the sheet as shown in Figure 2-2J of Section 2-1.5 of the PPM.

COORDINATE VALUES:

- Coordinate values should be maintained within the plan view sheets. This will allow retrieval of information by other functional units that do not have the base map and for reuse of this information to develop future projects. Sharing files with retained coordinate values allows for a quick positioning of information back to the reference file or base map.

CURVE NUMBERING:

- Curve data numbers shall be consecutive for each station line.
- Do not start curve data numbers over when going to the next layout sheet (or plan view sheet).
- Curve data numbers for different station lines should have gaps in the numbering from other station lines, thus allowing for possible last minute changes without having to renumber curve data from any other station line than the one changed.
- With the exception of curve data numbers assigned to curb returns at intersections that are shown on construction detail sheets, curve numbers shall not be duplicated within a project. This includes alignment for walls and temporary alignments for staging.



Use standard North Arrow for orientation. The preferred location of the North Arrow is the upper right portion of the sheet within the maximum clip frame.
AC=NARR, WT=1, LV=10, CO=0, AS=1

If subtitle or modifier is used, place under main sheet title.
Example:
STAGE CONSTRUCTION
(STAGE 3)
For subtitle or modifier use the following:
FT=43, TX=10, WT=0, LV=10, UPPER CASE

Use appropriate SHEET NAME AND ID CODE for the work shown. See CADD User's Manual Section 2.1.:

FT=43, TX=14.5, WT=0, LV=10, UPPER CASE

Text may be reduced to a minimum of TX=12 for the long sheet names, e.g., STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN or space constraints.

For text sizes see CADD User's Manual Section 2.6.1.

Use appropriate scale for the work involved, see "SCALES" in section 2-1.3 of the PPM.

Use a colon after the word "SCALE".

FT=3, TX=8.75, WT=2, LV=10, UPPER CASE

CONTOUR GRADING

SCALE: 1" = 50'

G-XX

GENERIC PROJECT PLAN VIEW SHEET,
BASIC REQUIRED INFORMATION

THIS PLAN ACCURATE FOR CONTOUR GRADING WORK ONLY.